

Autumn 76.

# FLOWER-POWER

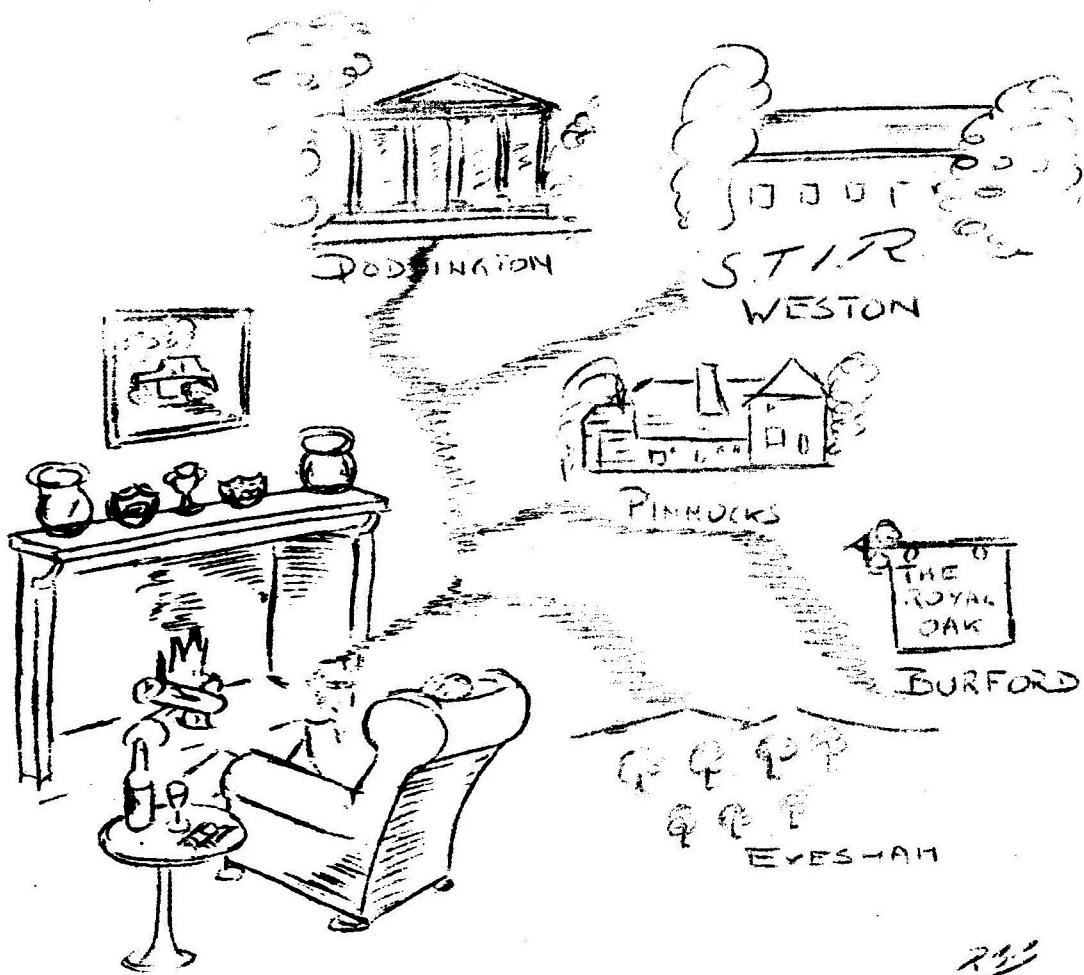
MAGAZINE

OF THE

TRIUMPH

Mayflower

CLUB



AUTUMN ISSUE

OCT 1976

BRISTOL  
U.K.

Dear Members,

As usual may I welcome all our new members into the TRIUMPH MAYFLOWER CLUB, and I hope you will find your Club entertaining and rewarding, we sincerely hope you will all take advantage of the amenities that the Club has to offer.

Well everyone the sun has gone, and the rain is here, and the winter not far away, and we have just one more days outing left, and that is the most important outing of them all, the A. G. M. this is a meeting I must ask you all to attend, if at all possible I would like you to think about it before you say no I am not going, you must remember that this Club belongs to you, and although it maybe many miles to travel from your home to the A G M. It is entirely for your benefit that this meeting is held, so please try your best to attend, we would love to see you.

In the last newsletter you received there should have been a letter from me thanking you all for the donations you sent to help pay for the Clubs Duplicating Machine, this letter was for some strange reason omitted, nevertheless I would like to thank you all on behalf of the Club for your efforts, and making it possible for the machine to be purchased, our thanks to you all.

As you wade through your Newsletter you will eventually come across Page 6 , and at the bottom of the page you will find an article, \_ a spiffing idea for next year, Well I for one would like to set the ball rolling in the right direction, by volunteering as escort vehicle to this venture, and to follow behind this Rally of cars, with a faster car and trailer loaded with spares and help should anyone be needing help on the trip. I will have a weeks holiday to spare so this may help, also apart from my job as a chauffeur, I am used to travelling great distances i.e. BRISTOL to SCOTLAND. If on reading the article you think you can help in anyway, please let me know.

Yours Sincerely,

*Derek*

CHAIRMAN.

## TRIUMPH MAYFLOWER CLUB.

STATEMENTS OF ACCOUNTS FROM 1.9.75 - 31.8.76.

## CREDIT

BALANCE AT BANK	£ 60-82
MEMBERSHIP FEES	248-00
SALE OF BADGES	100-00
" " SPARES	637-07
SALE OF OLD PRINTING M/C	10-00
" " PENS ETC. TO 31.8.76	75-20
LOANS.	65-00
DONATIONS FOR PRINTING M/C.	40-00
REFUND FROM BEAULIEU	10-00
" " STATIONARY	5-00
SUNDRIES	5-00
	-----
	£1256-09

## DEBITS

PURCHASE OF SPARES	£ 700-58
ADVERTISING	23-34
BADGES	104-91
POSTAGE. CARRIAGE	137-94
STATIONARY (PAPER, INK)	87-99
INSURANCE OF RALLY	15-00
PRINTING MACHINE	80-00
PURCHASE OF PENS	66-20
REFUND OF LOANS	35-00
BANK CHARGES	1-10
BALANCE AT BANK OVERDRAWN	4-03
	-----
	£1256-09

THE ABOVE IS PURELY THE BANK ACCOUNT

TOTAL VALUE OF SPARES ON HAND AT COST £387-30

THESE ACCOUNTS DO NOT INCLUDE ANY CASH RECEIVED FOR THIS YEARS RALLY WHICH MAY HAVE BEEN PAID BEFORE 31.8.76.

I CERTIFY THAT THE ABOVE ACCURATELY REPRESENTS THE CASH POSITION OF THE TRIUMPH MAYFLOWER CLUB AS SHOWN IN THE BOOKS, AND STATEMENTS PRESENTED TO ME.

F. HILL. ESQ.

5 10. 76.

FLOWER-POWER...: Magazine of the TRIUMPH MAYFLOWER CLUB .

Issue No. 8

Autumn 1976

--- oo ---

Chairman D. Goodyear, 22 Hayes Close, New Town, Bristol.  
Vice Chairman T.S. Mills, 53 Woodside Road, Kingswood, Bristol  
& Spares Sec. Eileen Mills, as above.  
Hon. Sec. Mrs. Eileen Mills, as above.  
Hon. Treasurer E. Berry, 13, The Greenway, Fishponds, Bristol.  
Rally Sec. R.K. Varney, 32, Mackie Road, Filton, Bristol.  
Ordinary Member 1, M. Bath, 3 King Edward Poad, Walthamstow E.17  
Ordinary Member 2, R.R. Bussell, 'Pinnocks', New Road, Tadley,  
Basingstoke, Hants.  
Magazine Editor R.B. Bussell, also 'Pinnocks'.

--- oo ---

Editor's Piece.

I dont know, doesn't seem a couple of days since I was sweating over this steaming typewriter doing Issue No. 7 !!! Nevertheless Winter now approaches with the rain, ice, snow, and salt ( has anyone ever considered suing their Council or DoE for putting all this corrosive material on the Queen's Highway) but what a summer it has been. So the water supply people may be worried and may be worried again next year but I am sure the rest of us have enjoyed it.

Much has happened carwise at Pinnocks in the last couple of months. I have sold my Renown which is now domiciled in France near Bordeaux. I've bought instead a TR4--potent beast which needs a lot of tidying and gives the impression of not having been 'loved'. Still it performs in a most satisfying manner and gives motoring a whole new dimension. Robin now has in addition to his Mayflower TWO (yes, two) TR2's. One is a pile of disconnected pieces from many sources cluttering up my garage and slowly (Oh, so slowly) being converted into a car whilst the other may be described (loosely) as a 'runner'. On a demonstration run when buying it the nearside front wheel defected, hummed past Rob's head and bounced merrily off down the road. All Rob remembers as the car ground (literally) to a safe halt was thinking 'This is it! I'm going to die!' Still little harm done and it provided a good lever to reduce the price by £30!.

This puts us in the position that many other families must also be in with an interest in cars, ie in our case 5 cars serviceable but we cannot afford to tax and insure them all at the same time. On the basis that each driver can only drive one at a time it ought not be beyond the wit of man to overcome this, if only the tax and cover people wanted to be helpful. The country is getting far too geared to the normal and the convenience of the computer these days to make allowance for oddballs like us who collect cars instead of stamps or betterflies. Let us unite and fight for the right to be different etc. etc. (form up on the left with your banners behind Sister Anna). To be serious though, if all the clubs and registers got together and started some lobbying it ought to be possible to come up with something. For instance, what about a collectors plate, or family plate, analogous to a trade plate? One per driver. Stick it on the car to be used at the time. Anyone any ideas?

Members will note that the Committee are recommending that the AGM deletes from the rules that which gives the Club the power to form a Renown Section. Renown owners would of course remain most welcome but the Committee feels that for spares and special rallies the Razoredge Owners Club provides an appropriate service. Members will be pleased to hear that Malcolm Bath has been asked to accept nomin

as Rally Sec of the Razoredge Club, being a member of both, and at the last count had decided to stand. We wish him all success in this venture and look forward to some meets organised jointly by Malcolm and Reg. Such cross fertilisation can only be advantagious, I would have thought.

Well that's enough of me, we have a lot to get through this issue, so bear with me if it is a little cramped up together.

Roy Bussell

-- oo --

Hon Sec's Corner by Eileen Mills

I have so much to say I dont know where to begin. First I suppose is that the Club is still expanding, 139 members to date. We have managed to pursuade Danny Brown of USA to be our cartoonist on a regular basis for the magazine, keep up the good work Danny! Mr. Lacey and his son Paul have helped us immensely with printing and suggestions which we hope to be able to put to good use.

Next congratulations to John and Ellen Manning of USA on the birth of a baby boy. Good wishes also to Malcolm and Helen Bath who are expecting to announce a new model in the Spring. There's sure to be a third, unless it's twins for the Baths!

Now on to Elyse Minshall--many thanks for selling Club pens. Hope Terry is better.

By the way, anyone wanting a supply of pens, please write to me.

Now a few words on the 2nd. National Rally. Thanks first to all those who helped with marshalling and a special thanks to Joyce Varney for many hours spent on decorations-signs-flags-and that competition for the children, which I'm sure they enjoyed. Nice to see one only TR4 driven of course by our (Ed.) Roy. Hope you did not get the cramp in your right foot, Roy, on the way home like you did coming. (Well how would you like to have to hold your foot off all the way following a Mayflower (Robin's) from Basingstoke to Bristol!)

Many thanks to Bob Train and his wife Eileen once again, also to Mick McCormack and his family. Mick was one of the judges and Bob did the PA system and supplied all the driving test equipment. Hope you were not too frozen, it was a bitterly cold day.

Rally plaques are available at 40p each plus p&p, write to me.

I thoroughly enjoyed the Rally, because I actually won a prize! Well I could'nt help it if the poles were too close to my car that's my story and I'm sticking to it! Thanks for the Matchbox car Reg and a wonderful day.

For our members in the US, shipping arrangements have now been made for you from London to John Manning of Philadelphia. Hopefully this will solve a few problems for some of you.

Further donations have been received as follows and are much appreciate  
Mr. Whyte, Mr. V.Tolhurst, Mr.T.Evans and Sgt.Kerr

We welcome the following new members:-

Hon Secs Corner Continued--

It was a nice surprise on Saturday 18th. Sept when Walter Wolentarski from Williamsville, U.S of A. arrived on our doorstep- nice to meet you Walter and we hope you arrived home safely. Terry was very pleased to relieve you of some of your dollars for spares, also thanks for the kind donation to the running costs of the magazine (I add my thanks too, Ed) All we need now is Mr. Howard to arrive from Australia, to arrive complete with a string of Mayflowers behind!

Car Badges have now arrived, plenty in stock. Send the usual £2.15 and one will be despatched poste haste.

--- ooo ---

Rally Secs Notice Board by Reg K. Varney

Dodington Rally - Sept. 12th.

Our second National Rally, as you will all know, was held on Sunday Sept. 12th. at Dodington House where we were made most welcome once again.

Fourteen Club members and eighteen visitors braved the chill wind to join us in what proved to be quite an eventful day. Despite the weather those who ventured away from home had an enjoyable time from the comments I received. I know it was rather late in the year for a day out but unfortunately it could not be helped. Next year's rally will be earlier so as not to clash with too many other events and in the hope that we will have the support of more members.

Financially the event was a disaster, although the loss was not so great as at first anticipated. With everything paid for the loss amounted to £14.23, due mainly to lack of sales of programmes, once again caused by the chilly weather keeping visitors to Dodington at home.

List of Prize-winners

Concours d'Elegance

Class 1 (Pre 1940) 1st. Rod Withers-1914 Perry 2 seater tourer  
2nd. Philip Wookey-1934 Ford 'Y' saloon

Class 2 (Mayflowers) 1st. Mrs. Joyce Varney  
2nd. Roger Keel

Class 3 (1945-1956) 1st. Mrs Wendy Withers-1951 MG 'TD' tourer  
2nd. D.C.Roberts- 1949 Triumph '2000' Roadster

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Driving Tests. 1st Mr. Anstey Austin A.30  
2nd Mr. Emery 1928 Austin 7  
Wooden Spoon. Mrs Eileen Mills.

Ensemble. Rod and Wendy Withers (dressed as RAF officer and lady with the MG.)

Distance. Mayflower- Hamilton Jamieson, Preston, Lancs.  
Other - Malcolm Bath, London (Renown)

Chairmans Award. To Frank Lane, awarded for consistent support of club functions in the past 12 months.

Mayflower Shield. Peter Burdge.

-- oo --

Treasure Hunt, Sept. 26th.

I hope I may be excused for writing an account of the Hunt which I organised, I do so in the hope that some other members in more far flung parts of the country (where you still use woad, like North of Barnet By-pass) may feel inspired to have a go. These small events are simple to arrange, cost you nothing except time and are very rewarding in terms of enjoyment for yourself and your fellow members. 3

Treasure Hunt continued.

On the day in question, a small number of cars rendezvoused at The Round Oak, Padworth Common, near Newbury. Not only small, it was very heterogenous, consisting of Malcolm's Renown, my wife's Herald, Robin's TR2, Derek's Cambridge, Reg's Avenger, Frank's Mayflower (thank heaven there was at least one) and a non member friend of Rob's in a LHD Fiat 500. Rally Office was my TR4. Suitably regaled by Trophy real ale (Marlow brew) and fortified by very reasonable Ploughmans all but one (The TR4) set off to visit II villages to find II pub names, all curiously concealed in appalling clues. Examples were 'The higher one, grave for belt fastening?' which was Upper Bucklebury, and 'Flim-flam' which decoded to The Spotted Dog'.

The Driver's Prize was won by Rob's friend Graham in the Fiat, who got all the clues in the shortest time. The Navigator's Prize, all the clues in the shortest distance, went to Mrs. Goodyear, our Chairman's wife. It was a good thing that my wife Ray was disbarred, because of local knowledge. With daughter Kim as navigator they were faster than everyone else and some 10 miles less on distance! I had to buy them a box of chocolates out of my own pocket! They even beat Bobbie who knows the area much better, but I suspect that he may have been distracted by his navigator.

Afterwards we all had tea and biscuits and a jolly good scatter at Pinnocks, during which the prizes were graciously presented by Malcolm's mother.

So come on all you good people, what about a rash of local gatherings next season? I aim in the next few weeks to put together some notes of guidance on how to go about this sort of thing, so if anyone is interested, drop me a line (enclosing SAE, please). Don't forget that Flower-Power and the printing facilities of the Club are available to you, and we will give you all the help we can.

Bob Russell

-- oo --

Advertisement (I think I'm being conned, its more like a book, Ed)

Derek Sadler, of Paulfreemans, East Mersea, Colchester, Essex, CO9 8UE is still trying to part with his 51 'Flower which was unfortunately registered in 63. Enquiries are now making him wonder if the vehicle is to be dismantled? Only needing sills and floor (something I can't decipher, Ed) for an MOT. Having spent £125 on parts this is all he wants to recover (the car was being driven along the lane the other day). As he is still on the sick list with an unpaid garage job preventing him going rusty the car can be dismantled under cover. A van, trailer and/or trade plates can be made available for transport. Write enc. SAE or for those wishing to telephone, 0205 gets you to Colchester, 38 reaches West Mersea and exchange and finally 3238 will reach Derek.

How's that for service, Lord knows what that would have cost in E & M, and he gets it all for the cost of a letter! For Gods sake will someone buy the thing so that I can stop putting in these heartrending missives!!

-- oo --

Roadcraft Observation....

Has anyone else noticed that many drivers now practically come to a halt when turning left into a side road. I'm sure many more display this trend than used to. How often one is forced to apply the retros with some vigour while these people creep out of your way. Is it something new in the way they are taught, or something untoward in the handling characteristics of the modern car, or are there more ditherers about? When my Dad taught me he used to say 'when you have decided to do something, get on and do it'. I wish someone would say that to these people!

### Another Roadcraft Observation ..

My office is on the 7th. floor looking down on a road with traffic lights. I observe that almost every driver is exceedingly slow off the mark, his or her car not moving until the car in front is anything from 3 to 6 car lengths ahead of him (or her). The stream of traffic is thus like a concertina expanding and the cars 100 yds back are only starting to move as the lights change again. One can expect this to happen to a degree, but the degree to which it happens in practice is quite astonishing. One can only assume that :-

- i/ they prefer immobility or,
- ii/ they fall asleep or,
- iii/ their reactions are abysmal or,
- iv/ they do not watch the lights but the back of the car in front or,
- v/ any permutation of i, ii, iii, and iv.

This, then, explains why I often tend to run up the tail of the car in front when starting off from lights...I move off when the lights change, expecting him to do the same, but he doesn't, he sits there thinking about it!!! or sleeping, or something.....

RBB

Anyone else any Roadcraft Observations? Send them in if you have. Ed

-- oo --

### Nuts and Bolts Box

Mr. A.E.Lacey of Bracknell, who provides the article 'Ever Hid a Mayflower' which follows, has come up with the following ideas:-

i/ Would it be a good idea to include in the list of members a mention of what they are or do? Given this, members could turn to other members for advice or services and so on. The Committee have considered this and obviously have no wish to embarrass any member who does not wish to give such information. Having said this, the Committee is quite prepared to add this info. to the register, although it may well take some time. Thus, any members who do not object, please let Hon. Sec. know what you are or do.

(I'll start the ball rolling, Eileen, I'm a Civil Servant, a Chartered Civil Engineer and I work for an outfit called the Central Water Planning Unit, loosely part of DoE. Ed.)

ii/ Can anyone tell Rally Sec of any pubs etc. incorporating the word Mayflower in their names. If so, also give the name of the Brewery. The idea is that we might then be welcome guests at a noggin and natter or similar gathering. This could form a basis for getting some of you people of the North, Midlands and Anglia together. Be warned that if you do find one, Reg will probably ask you to do the organising!

-- oo --

### EVER HID A MAYFLOWER

by A.E.Lacey.

Most married men have in the past hidden a present from their wife, hoping she will not find it before the special day or occasion. But I bet I am the only husband who has hidden a 1952 Triumph Mayflower.

It all started when a friend casually mentioned that he would be extending his house by means of altering his garage, the big snag to him was that he would need to dispose of his Mayflower; "Mayflower" I said, that is one car my wife always liked, she admired the nice sharp lines (she was so right of course). Anyway, I agreed to see this car with a view to buying, my first thought was to give this car to Iris as a 25th. Silver Wedding present.

A garage friend met me at Winslow about 45 miles from where I lived, he had a Land Rover and trailer. Just right for the job. This 'Flower' had been stored for 7 years, but we got it in the trailer and headed for home. All went well.

I then had to find somewhere to keep the 'Flower' without Iris knowing. I knew someone who had an empty garage- a phone call to him-and-yes, it could go in there- GREAT. Well things got very busy then, somehow I could not find the time or spare the money to work on my present to Iris. So the idea went astray.

Eventually I started work on the car. My son Paul who is sharing the 'Flower' with me had arranged to talk about the car when we were not at home, but it seemed for some reason we kept seeing programmes on T.V. about the veteran cars of the future on the Standard Motor Company even the "Old Motor" mentioned some 'Flowers' that were sold in auction. Paul could not look at me when these programmes were on for fear of giving away our secret.

About 18 months after the original purchase we had the chance of getting another 'Flower' with a rotten floor and chassis, should we buy it for spares? We have now dismantled it for spares and these are being stored in the Stores where I work. No.1 car is now in the process of having the brakes seen to and should be on the road by 1st, Sept.

Then of course I will have to tell Iris the story of Number 1 'Flower.  
))))-(((

Have You told her yet, Mr. Lacey? I hope so if Iris gets hold of this Mag! Do tell us her reaction. Ed.

I feel I should point out that each one of Mr. Brown's cartoons is beautifully drawn when we receive it. To save the expense of a professionally prepared stencil I trace them as best I can, but they are bound to lose something in the process. Sorry about that, I do my best!

Ed.

#### A Spiffing Idea for Next Year

Member Colin Styles of Buckfastleigh has come up with what strikes me as a marvellous idea to involve large numbers of the Club and at the same time do something useful. Basically it is to organise a sort of sponsored relay-cum-rally, from say Lands End to John o' Groats. (Or a Triumphal Round Britain Tour?). Members or groups of members would guarantee to cover a certain mileage to meet up with the next and so on. It might even interest the T.V. people and the Press. Think about it, the Committee will be. It would certainly take some organising and anyone who failed to show up would have to be drummed out of the Club with all badges removed (from his radiator).



**Notice of Annual General Meeting  
of the Triumph Mayflower Club.**

The AGM will take place as last year at The Royal Oak, Witney Street, Burford, Oxon. Make a note of the date...Sunday 7th. November at 2.30pm.

The Agenda for the formal business is as follows;

- I/ Apologies for absence.
- 2/ Minutes of the 1975 AGM
- 3/ Matters arising from the Minutes.
- 4/ Chairmans Address.
- 5/ Hon. Sec. Report
- 6/ Treasurers Report and Balance Sheet.
- 7/ Rally Secs. Report.
- 8/ Spares Sec. Report.
- 9/ Election of Officers, Committee Ordinary Members, Auditors.
- 10/Changes to the Rules (see below)

**II/A.C.B.**

**Regarding** Election of Officers etc. the entire Committee offers itself for re-election (see page I). Members are entitled to propose any other nominations for these jobs. Note that the appointments of Mag. Ed., Spares Sec and Social Sec. are made by the Committee and are hence not voted upon at the AGM. Any nominations should be made in writing to ~~Sec.~~ Sec..July proposed and seconded, as soon as possible.

**Item 10. Proposed Changes to the Rules:-**

i/ Rule 1, delete the words 'known as'

ii/ Call Rule 3d by the number 3e and insert a new Rule 3d as follows:-

3d. Honorary Members.

The Club in AGM shall be entitled to elect Honorary Members who shall be entitled to the facilities of membership of Classes a,b or c including one vote.

iii/ Rule 12, Delete in toto.

(Explanatory Note: the Committee consider that the Club has insufficient Renown owning members for such a Section to be a viable proposition, cannot provide spares facilities etc. and in any case these vehicles are well catered for by the Razoredge Owners Club. Renown Owners are of course to remain very welcome as Associate Members, Rule 3 b remaining unaltered)

iv/ Rule 6, Add after Spares Sec in line8 - Club Historian.  
After the formal business tea will be provided at a (hopefully) modest charge whilst members relive the past 12 months and look forward to the next.

--oo--

Burford is just off the A40 (Oxford to Cheltenham) on the A424 to Stow on the Wold. Witney Street turns off the main street to the East about 1/3rd way down the hill. Turn right just after The Royal Oak to find its carpark. Burford is a delightful olde worlde Cotswold town well worth a visit, so do your best to come and shape the destiny of your own Club!

To enable us to give mine host some idea of numbers for catering, please fill in the attached return slip.

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To: Derek Goodyear, 22, Hayes Close, Newtown, Bristol.

I intend to attend the AGM and expect to be accompanied by ..... persons all of whom would like tea. Name.....

## More Bits from the Nuts and Bolts Box

I was wondering what to fill this last page with when, plop, a letter from Peter Burdge drops heaven sent through the letter box.

I knew there must be some members out there somewhere!

Peter has agreed to become Club Historian and Archivist. This is one of the jobs like Spares Sec. and Mag. Ed. which the Committee sorts out on your behalf (this particular one to be confirmed, as a formality I would hope, that we have one by the AGM.). These people become ex. officio members of the Committee.

As Club Historian Peter's task is to assemble as much information about the Mayflower and matters related as he can, and become custodian of any priceless pieces of Mayflower bric-a-brac that members can be persuaded to part with. This does not mean worn out pictures and the like, it means literature, adverts, magazine articles etc.. notes of modifications during production, interesting gaff about 'Flowers overseas and so on, together with anything worthy of note about members cars, the Club and so on. I dont think we've thought about what we do with all this stuff. The sort of thing that occurs to one is to put it on show at major rallies, produce our own booklet about the Mayflower etc. etc. No doubt an article will appear in Flower-Power from time to time.

In his letter Peter mentions several interesting lines of enquiry in this direction. These concern the possible early origins of the razoredge styling concept, I wont steal Peter's potential thunder other than to ask if anyone has any idea of the whereabouts of a mythical Mayflower-like car with an o.h.v. engine and body by Mulliner? In particular anyone in the Carlisle area? Also can Mr. Howard give Peter, who lives at Weeping Ash Farm, Yatton, Somerset, any info. on variants built or assembled in Australia?

Peter also comments on the widely held belief among the public at large that the Mayflower had an aluminium body on a galvanised chassis. Whilst the ali. notion might stem from folk memories of the partly alloy panelled body of Big Brother Renown, we wonder where the other idea comes from. Has anyone else come across similar misconceptions about Mayflowers? If so --tell Peter.

-- oo --

## A word of Warning

We note from a report in the 'Western Daily Press' that a customer of Autotailers Ltd. did not consider that the pieces of poor quality black material that he received when responding to their advertisement offering 'deep pile nylon bound felt backed carpet' was what he was entitled to expect. A complaint to the firm brought no reply so he sent samples of the material to Wilts. C.C. trading standards dept. As a result the firm have been fined £400 and ordered to pay £18 costs under the Trades Description Act.

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Last Date for Contributions to Next Issue of Flower-Power....~~30th Nov.~~

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Sorry if there is not much for the technically minded in this issue, still if nobody sends it in I cant print it!!! Ed.

	Need	Have	Price	New	S/H
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Body Parts Cont'd.

Window vent.left rear.

Window vent.right front

" " " rear

" frame left

" " right

Front windscreens

Sills

Chassis

Brakes

Cylinder master

Cylinder slave

Drums Front

" rear

Handbrake assy

Shoes front

" rear

Wheel cylinder

Exhaust system

Header pipe

Muffler

Resonator

Tailpiece

Frame

All complete

Mounting pads

Front suspension

All complete

Axles

Ball joints, upper

Bearings

Bushings

Fulcrum upper

Hubs

Shocks, front

Springs Front

Trunion lower

Vertical link.

Fuel system

Fuel lines

" pump

" tank

Rear suspension

Shocks

Springs

Triumph Mayflower Club 1976/77  
Spare Parts Survey

Instructions

This cars and parts survey is designed to help the T.M.C. spares dept., help members buy and sell parts, and, ultimately, to acquire or remanufacture parts according to demand. Please fill out and return to Spares Section, T.C. Mills, 33 Woodside Rd, Kingswood, Bristol.

Operations will necessarily be sketchy in the beginning, but you will hear from us as soon as we can help you.

Parts Owned

List the parts that you have, or need, to sell or buy. If the parts are for sale and you have a price in mind, there is a space for price too. If you have more than one, just put the number in the appropriate space instead of an "X" or check mark. What we are attempting to do here is put people together - buyers and sellers, or traders, in order to keep their Triumphs on the Road.

Cars Owned  
Your Cars

Year	Model	Comm. Number	Condition
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Please list the various facts requested on all your Triumphs, and follow the following codes for "Conditions" and "Accessories".

Condition ("IA" etc)

- 1.Original
- 2.Restores
- 3.Being Restored
- 4.Parts car.

- A.Excellent
- B.Very good
- C.Fair
- D.Poor
- E.Junk

Place an "X" in the appropriate box. If you have a price on a item for sale, please state in the "Price" column.

<u>Body Parts</u>	New S/H	need	have	price.
Bonnet				
Boot lid				
Bumper front				
Bumper rear				
Door.left front				
Door.right front				
Emblem bonnet				
Emblem radiator				
Grille				
Handles door				

<u>Body Parts</u>	New S/H	need	have	price
Handle .Boot				
Hinges .bonnet				
Hub caps				
Mascot radiator assy.				
Overriders.front				
" rear				
Window ,left front.				
Window left rear				
Window right front				
Window right rear.				
Window vent left front.				

<u>Gearbox</u>	Need.	Have.	Price	<u>Steering</u>	Need.	Have.	Price.
All complete				All complete			
Casing				Bush and Pin assy			
Clutch				Idler arm brkt			
" parts				Steering unit parts			
" shaft				" wheel, standard			
Countershaft 1st gear				" " adjustable			
" 2nd "				Tie rod ends			
" 3rd gear							
Extention housing				<u>Radiator</u>			
Main shaft 1st gear				All complete			
" " 2nd "							
" " 3rd "				<u>Drive Line</u>			
" " reversing				Axle shafts			
Pinion shaft				Bearings			
Pressureplate				Propeller shaft			
Shifting mechanism				Rear axle assy.			
Throw out bearing				" " hubs			
Other:				Ring and pinion set			
<u>Interior</u>				Road wheels			
Carpet front				Spider gears			
" rear				U joints			
Dashboard							
" glovebox cover				<u>Electrical system</u>			
Door panel left front				Coil			
" " right "				Distributor			
Seatleft front				Fuse box			
Seat right front				Generator			
" rear				Headlight assy			
Floor mats				Horn			
<u>Engine</u>				Ignition switch			
All complete				Instrument lights			
Block				Number plate light			
Carshaft				Panel switches			
Crankshaft				Trafficators			
Carburator				Heater complete			
Fan				Voltage regulator			
Flywheel				Windshield wiper motor			
Fuel pump				Wiring harness			
Gaskets				Other:			
Head							
Main bearings				<u>Engine Cont.,</u>			
Manifold exhaust				Timing chain			
" intake				" gears			
Oil pump				Valve springs			
Piston rings				Valves exhaust			
Pistons				" intake			
Pushrods				Water hoses			
Rocker arm				" pump			
Assembly							
Rocker arms				<u>Instruments</u>			
Rod bearings				Fuel			
Rods				Oil			
Seals				Speedometer			
<u>Optional Accessories</u>				Water			
Parts manual							
Service "							
Tool kit							
Other:							

## TRIUMPH MAYFLOWER CLUB

## SPARES LIST 1977

The spares listed below, are stock held by the Club, but unfortunately prices have risen since the first spares list was published in 1974. Where possible prices will be maintained, but because of increases some parts will not have a price on them, therefore F.O.A.

NEW SPARES

<u>TYPE</u>	<u>PART NO</u>	<u>PRICE</u>
Top gasket only	AB 650	£2.50
Top gasket set complete	CB 680	£4.50
Bottom gasket set	CSIA317	£2.50
Thrust race	48503	£1.50
Clutch plate	BORG & BECK or candy 303 47624/18 or 34	P.O.A.
Clutch assembly	45686/23	P.O.A.

OIL SEALS

Front hub	NA930/L102	£0.40 ea.
Back hub	NA303	65 ea
Gearbox front	NA 299-C461	£0.45 ea
Gearbox back	NA 216-C130	£0.30 ea
Gearbox back extension	ADVANE M.C.2534	£0.30 ea.
Speedo	NAO 33	£0.30 ea
Finnion	NA 328	£0.90 ea
Rear axle	NA 328	£0.90 ea
Timing chain cover	NA 329	£0.50 ea
Spark plugs	N8	£0.40 ea
Timing chain	EDMUND WALKER	£2.25 ea
Inlet valves	2594 or 1933	from 75p - £1.40 ea
Outlet valves	2594 or 1934	" " "
Brake shoes		F.O.A.
Points	CS14 replacing Yucas YEL2199	£0.40 ea
Distributor cover	Lucas 409635	£3.50 ea
Condensor	Lucas 409613	£1.50 ea
Rotor	R 33	£0.25 ea
Dynamo Brushes	250	
Starter Brushes	251/252	
Exhaust pipes back 13 only		£2.50 ea
Front bumpers Mayflower 15 only	£15.00 plus	£1.00 carriage
100 Wiper Blades		£0.25 ea

We also have in stock 20 complete sets of original pistons - still in their makers boxes, a rare find, at £20.00 per set which includes all piston rings as well.

Sizes are:

020 Thou.

030 "

040 "

050 "

060 "

FOR ALL ABOVE SPARES PLEASE ADD POSTAGE EXTRA.

SECOND HAND SPARES

Two complete cars have been broken up, so a large supply can be obtained by stating your requirements.